

- 50.1.3 Support Peninsula Light Company's policy of undergrounding utility lines and installing smart meter reader systems.

Principle 2. Pierce County shall support expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs.

Standards

- 50.2.1 Conserve the use of electric energy in public facilities.
- 50.2.2 Promote energy conservation and encourage the use of alternative energy sources. Support the use of solar, wind, and tidal forces to generate electricity in the plan area.
- 50.2.3 Encourage the installation of utility lines to connect non-utility owned electric generation sites to the power grid.
- 50.2.4 Encourage building, landscaping, and site design that maximize passive solar gain.
- 50.2.5 Provide appropriate locations for alternative energy sources.
- 50.2.6 Promote the use of new technologies such as fuel cells in residential structures to supply power to individual homes.

Transportation

Intent: Provide transportation facilities and services that meet the needs of the community and that are appropriate for this rural area while preserving the natural characteristics of the land. Strive to develop a transportation system that accommodates growth, emphasizes safety, and promotes alternate means of travel.

Roadway Improvements

Objective 51. Pursue options for improving traffic flow and safety on the major thoroughfares that will benefit the Key Peninsula area. Develop a roadway system that accommodates existing and future traffic levels.

Principle 1. Give high priority to supporting the efforts of the Washington State Department of Transportation (WSDOT) in the funding and implementation of a new east-west transportation corridor within the Key Peninsula area.

Standards

- 51.1.1 Support the efforts of WSDOT to establish a new SR-302 corridor and to make improvements to the existing SR-302 corridor in order to adequately accommodate the future traffic needs of Key Peninsula and the regional highway corridor. Request that WSDOT investigate alternatives that utilize existing roadway and utility corridors in order to minimize impacts to existing and planned land uses and the environment. Request that WSDOT avoid alternatives in South Kitsap County that will significantly increase travel time and distance for Key Peninsula commuters traveling to and from SR-16 and the Gig Harbor Peninsula.
- 51.1.2 Continue to support WSDOT safety and operational improvements along the existing SR-302 alignment, including the intersections and the Purdy Spit Bridge. Request that WSDOT consider the addition of centerline rumble strips or buttons, roadside guide posts, raised reflective pavement markers, shoulders, guardrails, passing lanes or pullouts, center turn lanes, and turn lanes at intersections, where appropriate.

- Principle 2.** Support improvements outside of the Key Peninsula area that will provide improved access between Key Peninsula and Gig Harbor Peninsula. Support improvements that provide congestion relief and improve safety for commuters traveling between SR-16 and SR-302.

Standards

- 51.2.1 Request that WSDOT consider capacity and operational improvements on westbound SR-16, including the potential need for auxiliary lanes and off-ramps improvements leading to SR-302 from the Gig Harbor area.
- 51.2.2 Request that WSDOT consider capacity and operational improvements (signal adjustments, turn restrictions, etc.) to the SR-302/Purdy Drive intersection in order to relieve traffic congestion in the Wauna area.

- Principle 3.** Implement improvements to the north-south arterials that facilitate access to SR-302, any future realignment of SR-302, and Kitsap County.

Standards

- 51.3.1 Support improvements on Wright-Bliss Road KPN, 118th Avenue NW, and 94th Avenue NW. Consider the addition of turn lanes at the intersections of these arterials with SR-302.
- 51.3.2 Partner with Kitsap County in the planning, funding, and implementation of transportation improvements on the arterials that serve both counties.

- Principle 4.** Develop transportation facilities in a manner that accommodates planned growth and does not encourage or promote excessive growth. Avoid unnecessary duplication of roadways in order to save costs, minimize impervious cover, and preserve scenic atmosphere and open space.

Standards

- 51.4.1 Place primary emphasis in funding on the improvement of existing roadways rather than the construction of new roadways. Give priority to intersection improvements since they reduce congestion, improve safety, and are cost effective.
- 51.4.2 Focus the improvement of existing roadways to areas where population and employment growth is expected.
- 51.4.3 Give priority to new roadways which improve access or reduce congestion on existing roadways and to new roadways which facilitate access to local areas for emergency and service vehicles (fire trucks, school buses).
- 51.4.4 Consider traffic improvements that facilitate access to the proposed "360" regional park and fire department property.
- 51.4.5 Consider traffic improvements that facilitate access to current and proposed public facilities.
- 51.4.6 Collaborate with developers to identify and preserve right-of-way within proposed transportation corridors. Require developers to dedicate land or to grant easements for right-of-way, when justifiable as mitigation for a development project. Actively pursue the donation of land from property owners in cases where a private road is proposed to become a County public road in order to reduce project costs.

- 51.4.7 Require that any new County roads meet current Pierce County standards pursuant to the Pierce County Code. This requirement shall also apply to any private roads which are proposed to become a County road.

Principle 5. Coordinate closely with other agencies, civic groups, and the public on the planning of Key Peninsula highways and roadways.

Standards

- 51.5.1 Consult with the Peninsula School District, Key Peninsula Metro Parks, the local fire district, the Sheriff's Department, Key Peninsula Land Use Advisory Commission, and the Key Peninsula Community Council when planning roadways which have the potential to affect schools, parks, and other community facilities.
- 51.5.2 Coordinate with WSDOT concerning proposed improvements on SR-302. Seek consistency between the short-term and long-term transportation planning documents prepared by both agencies.
- 51.5.3 Conduct or participate in community outreach efforts for the purpose of discussing local transportation issues and the study of related programs and projects.

Principle 6. Pursue various means of public and private financing of transportation projects. Explore alternative funding mechanisms for transportation improvements. Ensure that new development implements traffic mitigation or contributes funding towards traffic mitigation.

Standards

- 51.6.1 Explore joint funding of transportation projects with WSDOT and other agencies, including joint applications for federal and state grants.
- 51.6.2 Enforce regulations to make developers comply with State Environmental Policy Act (SEPA) requirements to address and mitigate transportation impacts, including cumulative impacts.
- 51.6.3 Require developers to provide traffic improvements pursuant to the Pierce County Code and the County's traffic impact review policies. Providing access improvements shall be the sole responsibility of the development.

51.6.4 Support the implementation of a Countywide traffic impact fee program as a means of financing roadway capacity improvements and mitigating the cumulative traffic impacts associated with future development.

51.6.5 Explore options for generating revenue for transportation improvements (e.g., tax incentives, roadway improvement districts) on the Key Peninsula.

Principle 7. Strive to maximize the safety and operational efficiency of the Key Peninsula roadway system.

Standards

51.7.1 Implement a program to investigate the feasibility of traffic calming measures and other innovative strategies to address speeding and pedestrian safety concerns on the Key Peninsula. Emphasis should be given to the Key Peninsula Highway near the rural commercial areas (Key Center and Home), Key Peninsula Middle School/Sports Complex (Volunteer Park) area, and other public facilities. These improvements should be consistent with the Key Peninsula Community Plan, County policies, state law, and the national standards as set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

51.7.2 Work with the Sheriff's Department to increase the enforcement of traffic laws. Work with WSDOT and civic groups to develop a strategy to educate motorists about traffic safety and speeding issues on the Key Peninsula.

51.7.3 Maximize the operating efficiency of arterials through the use of traffic signals (if warranted), center turn lanes, turn lanes, roundabouts, and other traffic flow improvements at appropriate locations.

51.7.4 Design any new or reconstructed intersections at right angles, wherever feasible. Discourage the use of offsets or sharp angle turns at intersections.

51.7.5 Encourage property owners to remove trees and other vegetation adjacent to driveways in order to improve driver visibility and sight distance.

51.7.6 Design any new or reconstructed arterials to meet current Pierce County standards. Strive to upgrade the existing major and secondary arterials within Key Peninsula to current standards, if

feasible. In addition to traffic volumes, consider other factors such as the condition and safety of the roadway when allocating funding for any upgrades to arterials.

51.7.7 Provide physical and visual separation between automobile traffic and pedestrians in the commercial areas through the use of curbing, raised walkways, changes in walkway surface treatment or material texture, and streetscaping.

51.7.8 Consult with the Peninsula School District to identify, prioritize, and implement safety-related improvements near schools and established bus stops. Improvements may include but are not limited to shoulders, sidewalks, crosswalks, street lighting, and traffic calming measures.

Principle 8. Provide a street lighting system consistent with safety requirements and the rural character of the Key Peninsula.

Standards

51.8.1 Consider providing street lighting in areas of safety concern, including major arterials, intersections, and locations with high accident rates.

51.8.2 Consider pedestrian and street lighting near commercial centers, schools, and other community facilities.

51.8.3 Gather public input in identifying candidate locations for street lighting within the framework of the applicable County street lighting policies.

Principle 9. Maximize the joint use of access roads and driveways by new development in order to improve traffic flow on SR-302, Key Peninsula Highway, and other arterials.

Standards

51.9.1 Encourage the development and use of common access roads and shared driveways on SR-302, Key Peninsula Highway, and other arterials where appropriate, thereby decreasing the number of intersections and ingress and egress points.

51.9.2 Utilize curb cuts and driveways serving more than one development on SR-302, Key Peninsula Highway, and other arterials, where traffic needs and safety considerations allow.

- 51.9.3 Encourage and assist developers and landowners to work together to prepare access plans that emphasize efficient internal circulation and discourage multiple access points.
- 51.9.4 Consider changes to the County's access regulations to encourage shared access driveways serving multiple properties. Ensure that shared access driveways are wide enough to accommodate simultaneous vehicular ingress and egress.
- 51.9.5 Encourage consolidation of access in commercial areas through shared use driveways and local access roads which intersect with arterials at moderate to long spacing.

Nonmotorized Travel

Objective 52. Create a system of nonmotorized facilities to enhance pedestrian, bicycle, and equestrian travel throughout the Key Peninsula area.

Principle 1. Provide a continuous and interconnected network of nonmotorized facilities that link residential areas to community facilities, commercial centers, and other neighborhoods.

Standards

- 52.1.1 Work with the community to identify and pursue nonmotorized improvements leading to schools, libraries, parks, playfields, bus stops, shopping areas, and neighborhoods.
- 52.1.2 Accommodate nonmotorized travel by providing continuous paved shoulders along SR-302 and Key Peninsula Highway.
- 52.1.3 Provide nonmotorized connections to ferry docks, boat launches, public docks and piers, beaches, wildlife viewing areas, and other shoreline uses.
- 52.1.4 Integrate the nonmotorized improvements with the trail system, where appropriate.
- 52.1.5 Accommodate equestrian use on routes that lead to public stables, trailheads, and other equestrian activity centers when the equestrian use does not limit other transportation modes.
- 52.1.6 Consider the use of gravel paths for horse riders adjacent to the shoulder, where appropriate.

- 52.1.7 Provide facilities to accommodate nonmotorized access to commercial centers and within neighborhoods to preserve community coherence.

Principle 2. Consider strategies that promote safe and convenient pedestrian, bicycle, and equestrian travel.

Standards

- 52.2.1 Consider the use of wider paved shoulders (more than six feet) on SR-302 and Key Peninsula Highway, wherever feasible, to achieve increased safety for pedestrians, bicyclists, and equestrians and to provide sufficient room for temporary or emergency parking.
- 52.2.2 Enhance safe pedestrian, bicycle, and equestrian travel through the provision of paths which are physically separated from the roadway, wherever feasible.
- 52.2.3 Separate pedestrian facilities from roadways with planting strips or other enhancements in high use areas such as schools, commercial centers, and recreation areas.
- 52.2.4 Consider the provision of paths or shoulders on local roads since they may serve heavier pedestrian and bicycle use than arterials.
- 52.2.5 Consider the placement of signs to advise bicyclists to use Creviston Drive NW and Cramer Road NW as an alternative to SR-302 and Key Peninsula Highway.

Principle 3. Consider nonmotorized facilities in new development approvals and roadway construction.

Standards

- 52.3.1 Encourage developers of residential subdivisions, commercial centers, and industrial projects to construct nonmotorized facilities on all County arterials that front their property. Where adequate right-of-way exists, a pathway that is separated from the arterial should be considered.
- 52.3.2 Encourage developers to provide off-site nonmotorized improvements leading to schools, parks, community centers, employment centers, and other nonmotorized routes.
- 52.3.3 Encourage new businesses to provide pedestrian connections to adjacent businesses to encourage walking between businesses.

52.3.4 Include facilities to accommodate pedestrians and bicyclists in new and reconstructed arterials when such facilities are identified as a nonmotorized project recommendation in this community plan, unless critical areas or other environmental or physical constraints preclude such improvements.

52.3.5 Explore funding options (e.g., tax incentives, land use credits) to encourage property owners to create or extend nonmotorized facilities, including paths and trails.

Principle 4. Coordinate with other agencies, utility providers, civic groups, and the public to develop a system of nonmotorized connections within and outside of the Key Peninsula Community Plan area.

Standards

52.4.1 Request that WSDOT consider the provision of a regional trail as part of future improvements to the SR-302 corridor.

52.4.2 Work with Kitsap County and Mason County to provide continuous pedestrian, bicycle, and trail connections between these jurisdictions.

52.4.3 Work with the Peninsula School District to identify, prioritize, and implement nonmotorized improvements near schools and established bus stops.

52.4.4 Work with the Key Peninsula Metro Parks, the Equestrian Advisory Committee, the Key Peninsula Community Council, and the Key Peninsula Trails Committee to identify, prioritize, and implement nonmotorized connections with other existing and proposed trails.

52.4.5 Work with the Tacoma Utilities Department and other affected property owners to determine the most desirable use or combination of uses (local road, bike path, horse trail, etc.) along 144th Street KPN/NW (Powerline Road) and the Tacoma-Lake Cushman power transmission lines.

52.4.6 Work with utility providers to explore opportunities to locate paths and trails along areas where utility lines will be underground.

52.4.7 Conduct or participate in community outreach efforts to gather input on local nonmotorized needs and concerns.

Roadway Aesthetics

Objective 53. Preserve the rural character of the Key Peninsula roadway system.

Principle 1. Maintain the existing rural character of the roadways through residential neighborhoods and commercial centers.

Standards

- 53.1.1 Limit widening on the collector arterials and local roads to upgrading the roadway to meet design standards or to provide shoulders, turn lanes, or nonmotorized improvements.
- 53.1.2 Consider the use of paved shoulders instead of sidewalks outside of rural commercial areas in order to preserve the rural character of the community.
- 53.1.3 Work with local groups to explore opportunities for funding alternatives (e.g., grants, local improvement districts, tax incentives) for pedestrian facilities in the rural commercial centers.
- 53.1.4 Explore the possibility of developing different styles and widths of pedestrian facilities (e.g., bulb-outs or curb extensions) that would be unique to the rural commercial centers on the Key Peninsula.

Principle 2. Maintain the visual corridors along the highways and major roadways on the Key Peninsula through the retention of trees, greenery, and native vegetation on adjacent properties.

Standards

- 53.2.1 Retain existing, native vegetation including shrubs and evergreen trees when constructing and improving roadways, except where contrary to applicable clear zone and utility clearing requirements.
- 53.2.2 Avoid the removal of trees or shrubs along the rights-of-way of roadways unless they pose a safety hazard. If feasible, relocate or replace any trees removed as part of any roadway projects.
- 53.2.3 Include streetscaping between any new pedestrian facilities and the roadway, where feasible. If possible, any streetscaping should consist of drought resistant or native vegetation.
- 53.2.4 Enhance roadway aesthetics through the commercial centers through the use of adjoining greenbelts and boulevard concepts.

- 53.2.5 Provide pedestrian facilities at bridge locations to enhance viewing opportunities. Consider the use of bulb-outs or curb extensions at new bridges or bridge upgrades in order to create character and to slow traffic speeds.

Principle 3. Plan and locate roadways to preserve neighborhoods and natural resources by avoiding bisection of these areas.

Principle 4. Develop a pilot program on the Key Peninsula to authorize the installation of off-site tourist-oriented directional signs within the County road right-of-way.

Standards

- 53.4.1 Signs within the County right-of-way would be required to meet a uniform design standard and installation criteria established Pierce County Public Works. At a minimum, all signs shall be consistent with the U.S Department of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD).

- 53.4.2 This pilot program would be administered by Pierce County Public Works and Planning and Land Services departments.

- 53.4.3 One hundred percent of the funding for this program would be through user fees.

Principle 5. Promote efforts to underground roadside utility lines in order to improve roadway aesthetics and to reduce maintenance costs.

Standards

- 53.5.1 Require that the replacement or expansion of existing overhead utilities adjacent to the roadways be underground.

Environmental Considerations

Objective 54. Design and locate transportation facilities to minimize environmental impacts.

Principle 1. Design and construct roadway facilities in a manner that minimizes changes to existing topography and minimizes impacts to critical areas.

Standards

- 54.1.1 Minimize steep cuts and other substantial physical impacts in the design and construction of roads that could preclude adequate retention or replanting of native vegetation, including shrubs and evergreen trees.
- 54.1.2 Plan and locate roads to utilize the natural contours of the land as an alternative to the traditional grid roadway pattern.
- 54.1.3 Avoid or minimize impacts to streams, wetlands, wildlife habitat, and other critical areas in the design and construction of roads.
- 54.1.4 Perform any widening on roadways or at intersections on the opposite side of any nearby creeks and wetlands.

Transit Service

Objective 55. Promote the continued development of the transit system to serve the internal and external travel needs of Key Peninsula residents.

Principle 1. Promote increased transit service for commuters traveling within and outside of the Key Peninsula area. Provide a range of transit services that is cost effective and reliable.

Standards

- 55.1.1 Request that Pierce Transit provide more frequent Bus PLUS service (e.g., hourly service) within the Key Peninsula area as demand warrants.
- 55.1.2 Work with Pierce Transit and Sound Transit to expand express services to the Purdy Park-and-Ride lot. Coordinate these services with services operating on the Key Peninsula.
- 55.1.3 Work with Pierce Transit to establish commuter services that link population centers and Park-and-Ride facilities on the Key Peninsula with the network of regional express services.
- 55.1.4 Work with Pierce Transit to determine the feasibility of providing service to areas on the Key Peninsula that are not currently served by transit. Request that Pierce Transit consider the extension of Bus PLUS service to the Longbranch area.
- 55.1.5 Support efforts by Pierce Transit to develop stops along future primary Bus PLUS service routes, including SR-302 (Elgin-Clifton Road KPN), Key Peninsula Highway, Wright-Bliss Road KPN,

Lackey Road KPN, Creviston Drive NW, Cramer Road KPN, and Whiteman Road KPS.

- 55.1.6 Provide Bus PLUS stops at the rural commercial centers and community facilities within the Key Peninsula area.
- 55.1.7 Ensure that potential bus stops are considered as part of future roadway improvement projects. The provision of adequate right-of-way to accommodate the placement of accessible bus stops should also be considered.
- 55.1.8 Work with Pierce Transit to provide improved marketing and promotion of the full range of transit services available to Key Peninsula residents, including Bus PLUS service, vanpooling, and rideshare services.
- 55.1.9 Encourage Pierce Transit to expand the network of vanpool services that operate on the Key Peninsula.

Principle 2. Provide transportation improvements that facilitate bus travel and pedestrian access to bus stops.

Standards

- 55.2.1 Work with Pierce Transit to identify locations where improvements are needed to improve bus travel. Consider such improvements as part of future roadway improvement projects.
- 55.2.2 Facilitate pedestrian access to Bus PLUS stops through the provision of shoulder improvements, which can also serve as passenger waiting areas.
- 55.2.3 Locate Bus PLUS stops at convenient locations where buses can pull off the roadway. Avoid the placement of bus stops near busy intersections, whenever possible.

Principle 3. Support the expansion of existing Park-and-Ride lots that serve Key Peninsula commuters and the development of new Park-and-Ride lots in the Key Peninsula area.

Standards

- 55.3.1 Support the expansion of the Purdy Park-and-Ride lot and any related expansion of local and regional bus service at that location.
- 55.3.2 Work with Pierce Transit to obtain Park-and-Ride lots through leasing or purchasing of state and private properties. Consider the feasibility of developing a Park-and-Ride lot along SR-302 (e.g., Lake Kathryn Village shopping center) to serve residents in the northern part of the Key Peninsula area.
- 55.3.3 Encourage Pierce Transit to establish new Park-and-Ride facilities, together with appropriate pedestrian and safety amenities, in other parts of the Key Peninsula as needs develop.